

# EXTRA

## ALL THE LATEST NEWS

### HOLDING BACK.

Little Interference with the Horse Cars To-Day.

Chief Murray Says He Has The Strikers "on the Run."

BYRNES RUNS A BELT LINE CAR.

The Strikers Say That They Are Not Weakening.

Skirmishing Along Second Avenue.

Few More Cars Going Than Were Started Yesterday.

None at All on the Second, Seventh, Eighth and Ninth Avenue.

#### STRIKE SUMMARY.

Few more cars are running to-day than there were yesterday.

Supt. Murray says that he "has the strikers on the run," and that the tie-up is practically broken. So do the companies.

The strikers say it is not.

The Fourth Avenue, Sixth Avenue and Broadway are running half their regular number of cars under police protection. The police are also running a few cars on the little cross-town lines.

Inspector Byrnes ran a Belt Line car this afternoon. He was accompanied by two patrol wagons carrying fifty policemen. There was no disturbance.

The police and strikers have had several encounters. The skirmishing has been liveliest on Second Avenue.

The Belt Line Company has posted a notice announcing that none of its striking employees will be taken back unless they report for duty to-day.

A committee from the Building Trades Section called on the Mayor with resolutions denouncing the action of the police in the conduct of the strike.

Mayor Grant has written to the Commissioners commanding the police action at the Carmine street disturbance.

The tracks of the Second Avenue line are barricaded with rocks at Ninety-first street.

If this strike is broken, as claimed by the companies:

Why is it that after five days no cars have yet been run on the Second, Seventh, Eighth and Ninth Avenue lines, which are all big street railroads?

#### SKIRMISHES ON SECOND AVENUE.

Conflicts Between the Police and Crowds Near Mr. Hart's Depot.

Things were quiet around the depot early this morning. The police blew their fingers and stamped their feet in their efforts to keep warm, and they coldly informed the pencil-pusher that there was nothing new.

Down between Ninetieth and Ninety-first street, however, there are big rocks piled high across the tracks.

A report that the crowds had torn up the tracks at the One Hundred and Twenty-ninth street depot and carried them off sent the reporter up there post haste, but the report was not true.

The crowd about 11 o'clock had congregated around the depot, and numbered about three hundred.

Scrimmages now began to manifest themselves, and the applicants for work, of whom there were few, stayed in the stable.

Capt. O'Connor brought an extra force of police to the stable at 11 o'clock. There are more trouble will be experienced to-day than there was yesterday. The tracks are being piled high with obstructions.

There was no effort made to run any cars.

NOTE: FURTHER.

As the day wore along the crowd about the depot became more turbulent. At 11:30

o'clock there were probably a thousand people in the neighborhood.

Hundreds of small boys, egged on by the crowd, stole everything they could lift for the purpose of obstructing the tracks.

The crowds grew bolder, and in many cases refused to move out when ordered to do so. Result, many sore heads and backs.

RAT ON BEER KEYS.

A raid was made upon a pile of beer keys that were standing on the sidewalk, and they were also placed on the tracks.

The owner rushed out of his saloon to recover his property. The crowd jeered at him and pelted him with stones. He succeeded in getting two of the keys under his arms and he started for his store.

The boys closed in on him, yelling like a lot of demons. He turned and threw a keg at the young imps.

Then he ran after it, and while doing so the boys stole the others. And so it went on until the poor German was distracted.

Complaints began to reach the Captain from store owners that their property was in danger.

THE POLICE TAKE A HAND.

Quietly the Captain sent to the station-house in East Eighty-eighth street for a dozen men. Then, with five men, he sallied slowly down Second Avenue.

The crowd gave way slowly before him and when the Captain stopped at the corner of Ninety-ninth street the crowd was solidly massed between Ninety-second and Ninety-fourth streets.

The windows of the tenements in the vicinity were crowded with women, who were afraid to advance further.

But the Captain kept his eye down the avenue. Suddenly, as if dropped from the clouds, the dozen men from the station started from Ninety-first street.

CAUGHT BETWEEN CLUBS.

"Now, then," said the Captain, and he made a dash for the crowd.

It turned and fled into the arms of the other force, and clubs were tramped in the full sense of the word.

Eight and left the police whacked the crowd. Hemmed in as they were, the crowd, driven wild with fear, rushed into the neighboring saloons. Into these places went the Captain and his men.

A large place kept by H. Spellman, at the corner of Ninety-third street, was crowded with people when the Captain and his men dashed in.

THE DUST FLEW.

"Clear out of here!" he shouted, and said it.

Then, how the dust did fly from the backs of that crowd. At the doors of the saloon a policeman stood ready to give the refugees a parting caress.

Then the saloon kept by John Kaufman, a few doors from Ninety-third street, was visited. Slam went the door in the Captain's face, and he heard the bolts shoot into place.

Another crowd, led by Anton Hoffman, a cooperage yard, at Ninety-first street and Second Avenue, and were driven out.

Then the police divided into two and three, and dashed for blocks before them. It was exciting while it lasted and the raid was neatly executed. The police then removed all the obstructions from the tracks.

#### THINKS THE TIE-UP BROKEN.

Supt. Murray Says He Has the Strikers "On the Run."

Supt. Murray seemed very cheerful after hearing the reports of his various lieutenants this morning and said to an Evening World reporter:

"I think I have got the strikers on the run. It looks as though the tie-up was about broken."

Just then Supt. Murphy made a call at Police Headquarters and was ushered into the Superintendent's room.

He talked about the bill which he introduced into the Legislature last year, providing two police patrol wagons for each precinct in this city. He said the bill was defeated because the city officials opposed it.

"Ah!" said Supt. Murray. "If that bill had passed things would have been very different last few days."

"If I had plenty of patrol wagons instead of only five for the twenty-four precincts as at present, I could have settled the strike much more quickly."

Having seen five patrol wagons, crowds disposed to violence were able to congregate in quiet quarters and do mischief before my men could reach the spot."

#### SOME POLICEMEN ARE TIED ANYWAY.

Notwithstanding Supt. Murray's confidence it is evident that large numbers of the police are not only worn out but disgusted with the state of affairs.

The morning their complaints were heard for the first time. No wonder. Some of them have been almost constantly at work since Monday night last, with very irregular food and scarcely any sleep.

The appearance of some of the officers bespeaks plainly how they feel. Some of them are so tired and sleepy that they have to steal as they stand on the front or rear platforms of the cars.

Supt. Murray said the Sixth Avenue Company had notified him of their intention to run seventy-five cars to-day, the Fourth Avenue line seventy-five cars, and the Grand street line twenty cars.

He had received no word from either the Belt Line, Second Avenue, Seventh, Eighth or Ninth Avenue companies of their intention to start cars, but he understood the Second Avenue line would make an attempt some time this afternoon.

Early this morning the Central Horse Car Company, whose line of bobtail cars, which runs from river to river and from the Thirty-fourth street to the Twenty-third street ferries, notified Police Headquarters that they would start cars.

Inspector Byrnes went over at once with 100 men, and at 9:30 telegraphed that ten cars were running.

#### MR. SCRIBNER PULLED UP.

Mayor Grant's Disfavored Answer to His Unnecessary Communication.

The remarkable letter of President G. H. Scribner, of the Belt Line Railroad, to the Mayor, which was written because of the report that Mayor Grant was willing to act as arbitrator of the present strike troubles, evoked a merited sarcastic reply from the city's executive to-day.

#### MR. CURTIS ALARMED.

He Has Received a Threatening Letter—Eighty Sixth Avenue Cars to Run.

The Sixth Avenue Railway people started out to-day with the intention of putting eighty cars upon the road.

Inspector Williams was on hand early with 150 policemen.

The first car left the stables at 6:50 with four officers on it, and after that the cars started away at brief intervals.

There were plenty of men to run the cars, and no trouble was reported at any point.

#### PRESIDENT CURTIS THREATENED.

President Curtis appears to think that his life is in danger, and is accordingly terrified. He has received a letter marked "personal," the post-mark on the envelope showed that the letter had been mailed at 1:30 yesterday afternoon at Station C, 1291 Broadway. At the top of the letter was an extract from the editorial columns of a morning paper in

which Mr. Curtis and his conduct were severely criticized. Underneath the clipping was this letter:

DEATH TO YOU.

Ten of us as men have sworn to take your life, and I by the Power above and the memory of my mother, swear to be the first to take your life now. Pray for the Committee of Ten.

Sworn Feb. 1, 1890.

So help us God '89.

We Swear X.

Inspector Williams does not attach much importance to the letter.

"It looks like the work of some jokers," he said to an Evening World reporter this morning. "If anybody is inclined to kill any one else he would not be likely to announce it beforehand."

Mr. Curtis would not talk about the letter this morning.

#### BREAKING IN CONDUCTORS.

The Broadway People Propose to Run Fifty Cars To-Day.

Inspector Steers and 159 policemen were at the Broadway stables to-day.

No strikers were visible during the early hours this morning.

The Company proposed to run out fifty cars and as many more as could be manned. Two drivers and two conductors were detailed for each car, an old employee going along to break in the new men.

Edward Evans, a new driver, had a bandage on his head when he reported for duty to-day, he having been assaulted on his way home last night.

On the incidents of the night are reported, but none serious. A woman carrying clothes to her husband at the stables was frightened away by strikers, and two Maiden Lane jewellers passing along Sixth Avenue were assaulted.

#### ONE WEALTHY CONDUCTOR.

One of the conductors who started out with a Broadway car to-day, wore a valuable fur-lined overcoat and a solitary diamond ring worth \$150. It was not known who he was.

Some delay was occasioned to a car at Twenty-first street by an officer of the Bergh Society, who took of one horse.

A rush was made for one of the cars as it was hauled from the stable and a slight skirmish ensued.

William J. Dwyer, an ex-driver, was arrested for inciting the attack upon the car. He was taken to Yorkville Police Court and held for trial on the charge of conspiracy.

#### STRIKE LEADERS DETERMINED.

Magee Says that Chief Murray Has Not Got Them "On the Run."

Master Workmen Magee was informed by an Evening World reporter that Supt. Murray had said that he had "the strikers on the run," and that the strike is broken. In answer Mr. Magee said:

"Not desiring to enter into any controversy with Supt. Murray, I will say that it were better to confine himself to facts, for it is absurd to say that the strike is broken, as at meetings which I attended last evening the men reiterated unanimously their determination not to yield one of their positions in reference to their demand for recognition as an organization."

"It is a fact beyond dispute to any railroad man that, although some roads may be running cars, in a large majority the class of men who are driving cars are incompetent, as any observer can see that it is necessary to place two men on the front platform, one to drive and the other to man the brake, whereas with the old employees one man is sufficient to both drive and brake the car. Consequently the claim of inefficiency of these men is correct."

"If the strike's backbone is broken, as the Superintendent claims, why is it that no cars are run at night on the very roads that he claims to have put in operation?"

NOT A WHEEL TURNED ON ELEVEN LINES.

Henry Hamilton, a member of the Executive Board, was not running last night. On eleven different lines not a wheel has been turned since the strike began last Tuesday morning. These lines are the Belt, Seventh Avenue, Second Avenue, Avenue B, Avenue C, Avenue D, Cortlandt street, Madison and Chambers street, University place, Eighth Avenue and Ninth Avenue."

#### MEETINGS LAST NIGHT.

Mr. Magee, accompanied by several members of the Executive Board, was out late last night addressing meetings of the various local assemblies, and reported that the men expressed their determination to stand by their organization to the bitter end, as they recognized the fact that if they are beaten in this fight they will have to go back to work as slaves instead of as free men.

They knew, they said, what it means to return to the old system, for if they yielded the companies will dictate any terms they may see fit to impose, and every man was aware that he could expect nothing from them.

#### RESOLUTIONS OF SUPPORT.

Resolutions were adopted at the various meetings to sustain the organization at all hazards.

A meeting of business men who are affected by the tie-up is to be held this afternoon in Eighth Avenue, and measures adopted by the representatives of the various organizations in the City Government to take immediate steps to bring about arbitration of the difficulty. Several of the leading merchants of the city have also adopted resolutions that their trade is suffering from the tie-up.

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if all the parties to the controversy desired the intervention.

I have not expressed, and I do not now wish to express, any opinion on the conduct either of the strikers or of the companies. My duty is confined solely to the execution of the laws. That you have no reason to complain of the measures taken for the security of the property of your Company is apparent from the words of approval which you have bestowed on the officers of the Police Department.

While I am, at all times, ready to entertain any complaint which may be made by a citizen concerning the administration of the laws, you will, I am sure, upon reflection, realize the propriety of presenting to an officer, whose duties should at all times be impartial, a communication which can have no other object than to have before the public your personal views of the conduct or attitude of your employees. I have the honor to be, very respectfully,

HUGH J. GRANT, Mayor.

To Mr. G. H. Scribner.

#### BYRNES NEXT THE DRIVER.

A Belt Line Car Moves Under an Escort of Fifty Policemen.

Chief Inspector Byrnes's determination to run a car over the Belt Line route was put into execution this afternoon. The car was started from the stables at Fifty-third street and Tenth Avenue at seven minutes after 2 o'clock.

The Inspector himself was on the front platform with Supt. Harris, who drove, and half a dozen patrolmen were on board with him.

Two patrol wagons filled with policemen accompanied the car, one preceding it and the other bringing up the rear. There were twenty-five men in each wagon ready for any emergency that might arise.

#### BUT GUTTENBURG SPORTS DON'T MIND COLD WEATHER.

Supt. Murray had previously sent word to all the precinct stations along the line of the road to have their reserves on the street through which the cars were to pass, and to keep the track clear of all obstructions, as well as to disperse all crowds that might collect on the sidewalks or in the streets.

The car, after leaving the stables, proceeded along the route by avenue to Fifty-ninth street and then started across town.

By order of Inspector Byrnes no passengers were allowed on board, although several reporters wanted to go along in that capacity. There was no conductor.

There was a big crowd all along Tenth Avenue. No attempt was made to obstruct the car's progress, and whenever the patrolmen were in the way of the car and their friends the vest side hoodlums retired to a respectful distance.

There was no incident of importance during the trip, and the car reached Grand street on the east side of the city at 3 o'clock.

No trouble had then been experienced beyond the gathering of crowds along the sidewalks, and these gatherings were easily dispersed by the police.

The car reached Fulton Ferry at 3:10 p. m. Inspector Byrnes stood on the front platform and all the police were smiling blandly as he said to say that they had had a pleasant journey.

Byrnes completed the trip safely.

The following notice has been posted in the stables of the Belt Line:

#### SUNDAY CARS.

Arrangements for Running Them on Fourth and Sixth Avenues.

Cars will be started at 8 o'clock a. m. tomorrow on the Fourth Avenue and Sixth Avenue lines.

On the former eighty-four cars will be run.

On the latter, sixty.

Both will be under police protection.

#### ANOTHER ROW IN BROOKLYN.

Three Arrests and a Few Damaged Heads From the Skirmish.

Another railroad skirmish occurred in Brooklyn, this afternoon, resulting in a number of damaged heads among the strikers and in three arrests.

A car coming down Sixth Avenue was attacked near First street by a body of men who tried to turn it over.

The police charged on the men, clubbing them freely, and scattered them.

An ambulance and surgeon were on hand to attend to the injured.

Continued on Fourth Page.

#### LIFE WAS NIL WITHOUT TILLIE.

George Clark Kills a Swedish Servant-Girl and Himself Near Chicago.

CHICAGO, Feb. 2.—About 7 o'clock this morning, in the most aristocratic neighborhood of Hyde Park, there was a fearful tragedy.

At the corner of Fifty-third street and Washington Avenue stands the elegant residence of P. F. Munger. In his employ were a colored butler named George W. Clark, and a domestic named Tillie Hylander, a pretty Swedish girl, about twenty-three years of age. Clark was good-looking and fairly educated fellow, and sometime ago fell in love with the pretty servant girl, who, not at all deterred by Clark's brown face, seemed to reciprocate his attachment, but they quarrelled and she threw him over.

This morning Mrs. Munger had just arisen from bed in response to Tillie's rap on the door. She heard the girl go down stairs singing merrily, and a moment later three shots rang out through the house, and as they died away they were followed by a woman's shriek.

Mrs. Munger ran down stairs and burst in the kitchen, stretched on the floor was the corpse of Tillie Hylander. Blood flowed copiously from the ghastly wound in the throat and ran across the floor in a crimson stream to where the body of Clark was lying. The face was covered with blood.

The head, like that of the girl's, was nearly severed from the body, and in his right hand was a razor. Lying on the floor a few feet away was a revolver with three chambers empty. Everything was covered with blood which had spurted over the walls and floor, until the kitchen looked like a slaughter-house.

In Clark's room was found a letter covering ten closely written pages of foolscap. It told of a quarrel with Tillie and how he could no longer live without her.

# NINE MEN KILLED.

An Awful Steamer Explosion On the Allegheny.

The Two Brothers and the Return Totally Wrecked.

Pieces of the Boats Picked Up Fifty Yards Distant.

(SPECIAL TO THE EVENING WORLD.)

PITTSBURGH, Pa., Feb. 2.—A frightful accident occurred here at 1:30 this afternoon at the foot of Tenth street.

The boilers of the steamer Two Brothers, lying at the wharf, exploded, totally wrecking the boat and also the steamer Return, which was lying alongside of the Two Brothers.

The explosion was so violent that the owners of the Two Brothers were on the steamer at the time, and were blown to atoms with seven of their employees. None of the bodies have been recovered.

Pieces of the boat were picked up fifty yards from the scene of the accident.

# WINTER RACING.

But Guttenburg Sports Don't Mind Cold Weather.

(SPECIAL TO THE EVENING WORLD.)

NORTH HUDSON DRIVING PARK, N. J., Feb. 2.—The North Hudson County Racing Association celebrated the forty-eighth day of its Autumn and Winter meeting to-day to a large attendance. The track was in good condition and fast, as the time will show.

The racing began with the favorite, His Grace, being unplaced. Rosalie won, and was bid up \$450, or an advance of \$155. Lomax, who ran second, split his off hind hoof, and it probably interfered with his chances.

In the second race the axe again fell on the stable of Havas, a 3 to 1 chance, winning. The running of Costello and Trueborn looked very suspicious in this race.

Landseer was voted the good thing for the third race and the talent plumped on him, and they were right this time, as he won handily.

FIRST RACE.

Purse \$200; selling allowances, three-quarters of a mile.

Rosalie, 105, ..... (Doane) 1  
Lomax, 117, ..... (C. Callahan) 2  
Top Sawyer, 117, ..... (Foster) 3  
Time—1:24.

The other starters were His Grace, Sam Parker, Monte Cristo and Quince.

The Race.—Rosalie took the lead at the fall of the flag, Havas, a 3 to 1 chance, winning in a gallop by five lengths. Lomax was second, half a length in front of Top Sawyer.

Setting—4 to 1 against Rosalie to win, 7 to 5 for a place, and 6 to 5 Lomax for a place. Mutuels paid: Straight, \$8.85; for a place, \$4.70; Lomax paid \$4.10.

SECOND RACE.

Purse \$200; mile and one-eighth.

Havas, 130, ..... (F. McLaughlin) 1  
Tiburon, 130, ..... (Murray) 2  
Trueborn, 130, ..... (Foster) 3  
Time—2:03.

The other starters were John Keyes and Costello also ran.

The Race.—When the flag fell, Tiburon was in front, but Havas soon took the lead and was never afterwards reached, winning by two lengths from Tiburon, who was the same distance from the two lengths from Keyes, who was ten lengths before Englewood.

Setting—3 to 1 against Tiburon to win, 10 to 1 for a place, and 6 to 5 Tiburon for a place. Mutuels paid: Straight, \$14.75; for a place, \$3.65. Havas sold in the field.

THIRD RACE.

Purse \$200; selling allowances; mile and an eighth.

Landseer, 109, ..... (H. Penny) 1  
Havas, 130, ..... (Murray) 2  
Sawyer, 109, ..... (Dunston) 3  
Time—1:39.

The other starters were Lizzy M., Eoline and Volatile also ran.

The Race.—Ben Thompson led for a furlong, but up the running to the club house, when Landseer went to the front and finally won by a length and a half. Havas won the race before Sawyer.

Setting—Even money against Landseer to win, 3 to 1 for a place, and 3 to 1 against Tiburon to win. Mutuels paid: Straight, \$4.75; for a place, \$3.65. Havas sold in the field.

Fountain fell on the lower turn, and Murray, his rider, was badly stunned.

FIFTH RACE.

Purse \$200; for beaten horses; seven-eighths of a mile.

Won by Marie, Julia Miller second and Mollie Trueborn third.

Mutuels paid: Straight, \$6.00; for a place, \$4.50; Julia Miller paid \$25.00.

# DOWN THE SHAFT.

Walter Smith Fell to His Death at the Osborne Flats.

(SPECIAL TO THE EVENING WORLD.)

PHILADELPHIA, Feb. 2.—A member of the Philadelphia Common Council, in the city looking into the circumstances of the violent death of his nephew, Walter S. Smith, lately of 161 West Thirty-second street.

The death of young Smith occurred on Wednesday afternoon, but the matter has been studiously kept quiet until to-day, when it came to the notice of THE EVENING WORLD.

Smith, who was but twenty-one years of age and had been recently married, was employed as an elevator boy at the Osborne Flats, Fifty-seventh street and Seventh Avenue. The story of his death was told as here given to an Evening World reporter this morning at the flats by Manager Arthur Taylor.

Wednesday afternoon at about 5 o'clock he got on the elevator and went up through the house turning off the gas in the hallways preparatory to starting the electric light.

As he left the elevator at the sixth floor he looked backward and saw that it was moving on upward without him. He rushed back, caught hold of the elevator and tried to reach the crank by which its motion was controlled.

As he tried to stop the car, he was drawn up until he was caught between the elevator and the floor above, when he was terribly mangled, his arms being pulled from their sockets. Then he fell, as the elevator still went on.

Down, down, down went his body a full hundred feet, until it struck on the stone floor of the basement.

Manager Taylor was in his office and heard the sound of the falling body. He hastened to the basement, where poor Smith's body lay crushed and broken, his leg lying in the air.

For ten minutes the bruised flesh quivered and then the boy was dead.

A doctor was sent for, but he could do no good. He said nearly every bone in Smith's body was broken.

The police and coroner were notified and by permission of the latter, the body was removed to an undertaker's place.

Then there was the task of telling the news to the young wife of the dead boy, which was done as quietly as possible at the home in West Thirty-second street.

Smith was completely prostrated by the blow and required careful attention.

The elevator from which Smith fell after his fatal attempt to stop its erratic ascent was a so-called safety machine, with automatic stops. After the accident it continued on its way to the top floor of the house.

The coroner will investigate the case thoroughly and the uncle of the dead boy has brought with him a private detective who will assist in the investigation.

There will be no funeral services over the remains, as they are badly mangled, and Smith had few friends in the city.

The body will be temporarily placed in a vault and the interment will take place a few months later at Philadelphia.

# CLOW WON DAN O'KEEFE'S CORPSE.

A Remarkable Vagabond Between a Pugilist and a Saloon-keeper.

(SPECIAL TO THE EVENING WORLD.)

MINNEAPOLIS, Minn., Feb. 2.—John P. Clow, the pugilist, recently won a corpse on a wager. About two months ago Clow and Dan O'Keefe, a Minneapolis saloon-keeper, formerly of New York City, were in Colorado in search of health.

"We bantered each other as to our respective chances of pulling through," said Clow, "until Dan said he would outlive me. So I told him I'd bet \$100 against his corpse that he wouldn't live two months, and if I was to die in the mean time he'd get the stake."

"I'll go you," said he.

"I put up my money and he wrote an order for his remains, which were to be given to me if he 'kicked the bucket' within sixty days from date. Dan died five days after that. I won the bet and Dan's corpse is my property. I guess I'll draw my cash though and declare the wager off."

# THE HAYTIAN REPUBLIC BOUND HOME.

On Her Way from Milk River Via Cape Haytian and Turk's Island.

(SPECIAL CABLE TO THE EVENING WORLD.)

KINGSTON, Jamaica, Feb. 2.—The seized steamer Haytian Republic has cleared from Milk River for Cape Haytian and Turk's Island.

# RUDOLPH'S FATE.

Now It Is Said He Was Killed in a Duel.

Count Franz Clam Gallas Fired the Fatal Bullet.

The Countess Clam Gallas Said to be the Cause of the Meeting.

(SPECIAL CABLE TO THE EVENING WORLD.)

LONDON, Feb. 2.—According to a report from Berlin, Crown Prince Rudolph was killed in a duel near Baden at 4 o'clock Tuesday afternoon.

His opponent was Count Franz Clam Gallas, to whose wife, Countess Clam Gallas, nee Hoyos, the Prince had recently been paying attention.

Prince Rudolph was badly wounded and taken to Meyerling where he died.

His seconds were his brother-in-law, Prince Coburg and Count Hoyos. Prince Ferdinand Kinsky and another nobleman accompanied Count Clam Gallas.

The report states that the Count recently discovered his wife and the Prince in a compromising situation.

When Rudolph received the Count's challenge he at first declined, but finally accepted and received his death wound.

It is stated that these particulars came from an aristocrat who was forced to leave the country.

# FIREMEN AND SPECTATORS UNDER FALLEN WALLS.

Already the Loss Exceeds \$2,000,000.

Great Excitement When the Fire Broke Out the Second Time.

Two Large Hotels Burned in the Heart of the City.

(SPECIAL TO THE EVENING WORLD.)

BUFFALO, N. Y., Feb. 2.—Fire this morning between the hours of 2:30 and 7 o'clock destroyed fully \$2,000,000 worth of property on Exchange, Carroll, Wells and Seneca streets.

About 10 o'clock it broke out afresh when the whole city was thrown into a state of semi-panic.

There have been many accidents from falling walls. Sixteen firemen and one man, who was a spectator, are now in the hospital. One fireman is still buried in the ruins.

Heroic efforts are in progress to extricate him.

The following buildings were destroyed: Hoffelt's, leather and belling; National Express Company's barn, Jewett & Co.'s, stove warehouse; Root and Keating, sole leather; Sibley and Holmwood, candy; Swift and Stambach, stoves; S. F. Egan and A. T. Kerr, wholesale liquor; Broesel and Arlington houses, the Danbury Hat Manufactory; S. W. Reynolds, shoes; J. E. Lewis & Co., wholesale grocers; Sidney Shepard & Co., tinware; Henry Hearn, candy; Fowler & Sons, carriage hardware, and a number of other buildings.

The flames were first discovered in the six-story building of Root & Keating, opposite the New York Central Depot, at 2:35 o'clock. An alarm was promptly sounded, but the police, seeing that the fire promised to be a big one, soon sent out two other alarms. The wind was blowing a gale. A general alarm was then sent out as the fire was spreading in every direction.

Twenty minutes after the first alarm the Central depot could not be seen through the mass of flames which enveloped it.

Shortly after 3 o'clock the fire began to display its worst features, and it was discovered that the flames were working their way up Exchange street towards Carroll, and across Wells street into Seneca. The inmates of the Broesel House, diagonally across from where the fire first started, were hastily aroused, and by the time they were got out the building was in flames and burned like tinder. The wind at this time blew from the south, but it suddenly shifted now and the candy manufactory of Sibley & Holmwood was consumed.

In five minutes it was a mass of flames which now held four streets in their grasp.

All the large factories on Exchange and Carroll streets and the railroad ticket offices on Wells street were hidden by fire and thick smoke.

The wind was now blowing from the east, and the Arlington Hotel, opposite the depot, caught fire and was soon a heap of ruins.

Up Seneca street the fire seized the Jewett building, one of the finest structures in the city.

Just at this time the Root & Keating Building fell, and above the roar of the flames could be heard the crash of some explosion. By this time nothing could be seen but a great flame on the four streets already mentioned.

The losses cannot be exactly estimated as yet, but as far as known they are as follows:

Sibley & Holmwood, confectionery, estimated loss \$125,000; insured.

T. W. Reynolds & Co., boots and shoes, 115 Seneca street, estimated loss, \$250,000; insured.

Swift & Stambach, stoves and ranges, 109 and 111 Seneca street, estimated loss \$150,000; insured.

Jewett Building, estimated loss \$250,000; insured. This building is a total wreck, both front and rear having fallen in.

Broesel House, estimated loss \$150,000; insurance on building \$90,000, on furniture about \$60,000.

Albert Ege, sample-room, \$10,000.

S. F. Egan, wholesale liquors, \$30,000.

Fowler & Sons, hardware, \$30,000.

Edward Struber, household goods, and a fruit store, kept by an Italian, 148 Seneca street, \$40,000.

Sydney Shepard & Co., hardware, \$50,000; insured.

In Carroll and Wells streets: Root & Keating's block, total wreck, estimated loss \$200,000; fully insured.

R. Hoffelt & Co.'s building, \$300,000.

Arlington Hotel, \$50,000.

# THE FASSETT PUMP AT WORK.

Examined Engineer Wolbrecht About the Aqueduct Work.

The Fassett Senate Committee resumed this morning its work of investigating the new Aqueduct.

Division Engineer Wolbrecht, on whose division Engineer Rice testified that he found \$100,000 worth of bad work, was the first witness called.

In answer to Senator Fassett he admitted that a large amount of bad work was found on his division, but he accounted for this by saying that the division engineers had not sufficient assistance.

# ON HER WAY FROM MILK RIVER VIA CAPE HAYTIAN AND TURK'S ISLAND.

(SPECIAL CABLE TO THE EVENING WORLD.)

KINGSTON, Jamaica, Feb. 2.—The seized steamer Haytian Republic has cleared from Milk River for Cape Haytian and Turk's Island.